

# The Brandon Mail.

VOL. 3.

THURSDAY MARCH 18, 1886.

NO. 21.

## The Weekly Mail

Published every Thursday at 11 o'clock in the forenoon. It contains the latest news from all parts of the Dominion, and is a valuable source of information to all who are interested in the progress of the country. It is published at the rate of \$2.00 per year when paid in advance, and \$2.50 when paid by the month.

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C. GIFFEY, Editor and Publisher.

## LEGAL.

**W. A. MACDONALD.**  
Solicitor, Attorney, Solicitor. Notary Public. Conveyancer, etc.

**MONEY TO LOAN.**  
At 10% per annum. No matter how small. Repaid by weekly or monthly instalments. No interest on the principal.

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Physician, Surgeon and Accoucheur.

**DR. J. McDAIRMID.**  
Physician, Surgeon and Accoucheur.  
Solicitor to the Imperial Bank of Canada.

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## Servant Girl Wanted.

Apply to Mrs. M. McDonald, at the Registry Office, Brandon.

## Teacher Wanted

For the Napinka School. One holding third class certificate for six months or longer. Apply to the undersigned at the Napinka School.

HENRY POLLOCK, Sec. Treas.  
Napinka P. O.

## Teacher Wanted

For the Protestant School District of Griswold. (Female) Apply stating qualifications and salary expectations.

J. R. MCKINNON, Sec. Treas.  
Griswold P. O.

## TEACHE WANTED

For the Roman School. One holding third class certificate. Apply to the undersigned at the Roman School.

JOHN PARR, Brandon, P.O.

## TEACHE WANTED

Male or female, second or third class certificate. For the Roman School. Apply to the undersigned at the Roman School.

MATTHEW KENNEDY, Sec. Treas.  
Brandon, P.O.

## Teacher Wanted.

For the Little School. One holding third class certificate. Apply to the undersigned at the Little School.

T. B. HYNDMAN, Sec. Treas.  
Brandon, P.O.

## SITUATIONS WANTED

BY MAN and WIFE: man to take charge of farm and wife to do general housework. Address: Editor of MAIL, Brandon.

## To Farmers

Spent the day on the farm. Hay and corn. Wood on the place. On the most reasonable terms.

T. J. LAMONTE.

## TO FARMERS.

TO LET, 10 Acres of excellent LAND, with a good house and outbuildings. Apply to the undersigned at the farm.

J. L. LINDSAY, Brandon.

## LOST.

A POCKET MEMO BY, on the trail from Brandon to South Mouth, on or about Jan. 25th, 1886. Contains a list of names and addresses. Apply to the undersigned at the farm.

J. L. LINDSAY, Brandon.

## CHEAP MONEY!!!

SPECIAL TO BORROWERS.

AFTER this date, and for a limited time, FARMERS' BORROWING MONEY, on the basis of their Pre-emption Money to the Government.

Apply to DALY & CALDWELL, Brandon, January 25th, 1886.

## Court of Revision.

THE Revision Office for the Electoral District of Brandon, in the Province of Manitoba, appointed under the Electoral Act, HEREBY GIVES NOTICE that he has completed and published a list of the names of the persons who are entitled to vote in the Electoral District of Brandon, in the year 1886.

Any person objecting to the list, or to the names of the persons who are entitled to vote, may apply to the Revision Office, at Brandon, in the year 1886.

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## SPIRIT OF THE PRESS.

### Manitoba Railway Charters.

Montreal Gazette: Mr. Blake has given notice of his intention of moving in the House to-day that an address be presented to His Excellency the Governor General, praying that the power of disallowance be not exercised in respect to the act to incorporate the Manitoba and Northern Railway Company, passed by the Legislature of Manitoba, and under which power is granted for the construction of a railway from the town of Morris to the International boundary line. The series of resolutions with which Mr. Blake leads us to this conclusion recites the language used by the Premier in 1881, when the arrangement with the syndicate for the construction of the Canadian Pacific railway was under discussion, and the statement of Sir Charles Tupper in 1884, that:

"We are now in a position to review and to consider the policy of the late Government and the policy of the present Government, as to the continued necessity for any long period of protecting the Canadian Pacific railway against competition with the Province of Manitoba, and I am glad to be able to state to the House that such a confidence in the Canadian Pacific railway company in the power of the Canadian Pacific railway to protect itself, that when the line is constructed north of Lake Superior, the Government feel it will not be incumbent upon them to preserve the position they have hitherto held in regard to the railway."

The utterance of Sir Charles Tupper, then Minister of railways, is important in all its bearings. It recognizes officially that the contract between the Government and the company does not require the disallowance of provincial charters, the operation of which would create a competing line to the Canadian Pacific, through the United States, and that the question of retaining traffic to our national highway is one of policy and not of contract. It recognizes, too, that with the construction and operation of the line north of Lake Superior, the necessity of protecting the Canadian Pacific from the diversion of traffic to American roads and American ports will gradually disappear, and it forebodes the abandonment of the policy of disallowance of Manitoba charters for railways to the boundary line, which has obtained the sanction of Parliament and the people.

Mr. Blake, in now seeking at once to expose the Canadian Pacific to the competition of American roads and the country to the loss of what ver trade to and from the Northwest, which might be secured by the construction of the line north of Lake Superior, is in a position to show that the policy of disallowance of Manitoba charters for railways to the boundary line, which has obtained the sanction of Parliament and the people, is a policy of disallowance of the Canadian Pacific Railway. From the inception of the work Mr. Blake has been opposed to the construction of the line north of Lake Superior, and has contended that, not for many years to come, could that position be held. He has now, however, declared that the railway was built too rapidly and far in advance of the possibility of traffic being found to maintain it. It is, perhaps, not a matter for surprise, therefore, that the leader of the Opposition should endeavor to to hamper and cripple the operations of the company, to diminish the traffic available to it, and to produce the fulfilment of his gloomy prophecies. The wisdom of constructing the line north of Lake Superior has been proved by the line of debate, and is willingly admitted by all Canadians not blinded by partisan loyalty, and we would ask the company at once to subject it to the effect upon the competition of American railways. The line has been in operation from Montreal to the Rocky Mountains for a few months, and it has yet to be opened for traffic to the Pacific ocean. The company has still much equipment to provide and expenditure to make in order to maintain the high standard of excellence over the whole system, which it has set up for itself. It has in contemplation the establishment of a line of steamships on the Pacific ocean, connecting with China and Japan, and it is within probability that the contract for the carriage of mails between Australia and Great Britain may be secured by the company. The railway territory of the United States is also reasonably expected to furnish a large traffic to the Canadian Pacific Railway, the distance from points north and northwest of St. Paul to Liverpool being shorter by this than by any American route. To retain these objects time and capital are essential. What the company has done in the past is a guarantee that energy, enterprise and ability will secure the objects aimed at in the early future of the paragon and prosperity of the people uphold the efforts of the company. Mr. Blake would strangle the road before it has time to attain a vigorous manhood. He would place in the hands of its rivals and enemies a weapon to be used in injuring its credit in the money markets of the world, and destroying the source upon which it relies for the development of traffic and the extension of its usefulness. For what would be the effect of once permitting American lines to tap the trade of the Northwest? Assuredly none other than to impair the vigor and dry up the resources of the enterprise upon which the future prosperity of Canada so largely rests.

It would well pay Canadian railway companies to inaugurate a war of resistance against the Canadian Pacific, to destroy its credit, diminish its earnings, and, if possible, wreck the road, because not only does the C. P. R. threaten the traffic of the Northern Pacific and the Manitoba railways in the early future, but it is about to become a formidable rival of the Union and Central Pacific lines for the trade of China and Japan. Given time to its credit, and the future prosperity of the country, it will be a formidable rival of the Union and Central Pacific lines for the trade of China and Japan. Given time to its credit, and the future prosperity of the country, it will be a formidable rival of the Union and Central Pacific lines for the trade of China and Japan.

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only can the construction of railways in Manitoba connecting with the American systems be permitted without detriment to the best interests of the Dominion, but the Canadian Pacific will itself enter the Northwestern States as a competitor for trade.

There is another aspect of the question which ought not to be lost sight of. The Canadian Pacific company has made a fair trial of rates over its system, and the resolution of Mr. Blake cannot be supported on the pretence that competition through the United States is necessary to the establishment of reasonable transportation charges. Take, for example, the rates between Toronto and Winnipeg before and since the construction of our national highway. Mr. Blake furnished the 1882 freight rates in his speech against the syndicate bargain. He stated that, for first-class freight, the charges were then as follows, per hundredweight: Toronto to Chicago 60 cents, Chicago to St. Paul 75 cents, St. Paul to St. Vincent 15 cents, St. Vincent to St. Boniface 25 cents, \$5.10 in all. For second-class freight the rates were 50 cents, 60 cents, \$1.30 and 21 cents, or \$2.61 in all. For third-class freight the rates were 45 cents, 55 cents, \$1.00 and 19 cents, or \$2.44. For fourth-class freight the rates were 35 cents, 45 cents and 11 cents, or \$1.91 in all. Compared with the rates to-day, the one stands as follows: By United States lines in 1882, first-class \$3.10, second-class \$2.61, third-class \$2.11, fourth-class \$1.69; by Canadian Pacific to-day, first-class \$1.85, second-class \$1.56, third-class \$1.28, fourth-class \$1.00; difference, first-class \$1.25, second-class \$1.05, third-class \$0.86, fourth-class \$0.69. These figures show very clearly that the competition of American lines is not required because of exorbitant charges on the Canadian Pacific, and examples might be cited of the payment of duty on wheat by Dakota farmers in order to obtain the advantage of the Manitoba market where the price was so greatly appreciated by the low transportation rates of the Canadian Pacific. It is true that the Winnipeg Board of Trade favors connection with the American system of railways by the construction of independent lines in Manitoba to the international boundary line, but it is not less true that the complaint of the Winnipeg Board is not that the Canadian Pacific rates are excessive, but that the company does not so adjust its rates as to ensure to Winnipeg a monopoly of the wholesale trade of the Northwest. These merchants want, for instance, that the rates from eastern points to Winnipeg, and from Winnipeg to points beyond, be reduced, so that the sum of the two will be not greater than the direct through rate from Montreal to the point beyond Winnipeg, or the direct through rate increased to the sum of the present rates from the east to Winnipeg and from Winnipeg to the point beyond. They would prefer the former arrangement. But it would be manifestly unfair to unjust for the Pacific Railway Company to make special concessions to the trade of Winnipeg and refuse the same to Portage la Prairie, Brandon, Regina, Calgary and other points where a wholesale trade has been or will be established. To generally apply the principle for which the Winnipeg board of trade contends would be utterly impracticable, and nowhere in the continent is it in practice. The rates, for instance, from New York to St. Paul, are always lower than the combined rates from New York to Chicago and Chicago to St. Paul, but Chicago has never contended that its wholesale trade required the sum of the two rates to be brought down to the through rate. If the through rates were to be made the sum of the two short rates, the through rates to all of the western states and the Canadian Northwest would be prohibitory. The usefulness and the necessity of the application of the principle of the lower relative rate to the longer haul is very strongly shown in existing grain rates from the Northwest. The rate from Portage la Prairie 55 miles west of Winnipeg is only one cent per 100 pounds higher than the rate from Brandon 131 miles west of Winnipeg; the rate from Winnipeg 400 miles west of Winnipeg is only five cents per 100 pounds higher than the Winnipeg rate; while, if the company started with a fair paying rate at Winnipeg and increased the rate proportionately to Moosejaw, the rates from Moosejaw, in proportion to the increase in distance, would be 15 cents per 100 pounds higher than they are. From whatever point of view, therefore, Mr. Blake's resolution is correct, it cannot be deemed other than expedient and its introduction bears external evidence of being dictated by that spirit of enmity to the Canadian Pacific Railway which the wonderful success of the enterprise serves only to exasperate.

DECEMBER 11th, March 11th. These well dressed young men, Ed. Ivey and Bruce Woodard, of West Liberty, Ill., and Chas. Woodard, Ind., got on the west-bound accommodation train this morning at Mattison, for the purpose of stealing a rail to Decatur. They took refuge in a box car which was closed and locked. When within ten miles of Decatur the train became involved in a night which ended in a tragedy. McKim, that Ivey in the head, back and abdomen, and Woodard, who also had a revolver, emptied the five chambers at McKim without hitting him. Nine shots were fired in the dark car, while Ivey lay upon the floor weeping in his life-blood. The noise attracted the attention of the conductor, who, with a United States deputy marshal who happened to be on board, went to the car, opened it, and found McKim and Woodard in a hand-to-hand conflict over the body of Ivey, who was unconscious. The young men were brought to Decatur and placed in jail.

Ivey is at the Lantico Hotel, and was thought to be dying this evening. Woodard, who was taken to the hospital, was without provocation for the purpose of robbing his partner, Ivey, and that he (Woodard) did not shoot until he thought McKim intended to kill him. There was but three dollars and forty cents in the party—about equally divided. McKim alleges that his companions had made it up between them to rob him of his watch and money.

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## CITY COUNCIL.

The city fathers assembled on Monday evening last, when the mayor and all the aldermen were present. The minutes being read, various reports were presented amongst which was the report of the board of works, an item in this report of \$5,000 for the purpose of plans and specifications for a proposed addition to the city stable, was objected to by Ald. Adams, who said he did not think it necessary. Ald. Hensbury explained that he had endeavored to get along without them, but that he found it absolutely necessary and in the long run the cheapest that the plans should be drawn out by a qualified man, and ultimately it was agreed to, and the contract for building, entered into with Mr. G. H. Noble, for the sum of \$5,000. The addition is for the purpose of providing more room for the horse and carriage for the city, and also a meeting and reading room for the firemen.

The special committee, consisting of Messrs. Smart and Adams, appointed to investigate the Judicial Board accounts, in so far as they related to the city, reported that they had succeeded in making a statement of \$1,200. They had gone carefully through all accounts, and spent a great deal of time, together with the city solicitor, and they had arrived at the conclusion that \$1,200 out of the \$5,000 originally appropriated to be charged the city should properly be charged to the Judicial Board, and they also stated that the Judicial Board had agreed to accept the sum of \$4,700 instead of the \$5,000.

Some discussion took place as to the desirability of adopting this report of hand, and on motion it was laid over in order that aldermen might thoroughly satisfy and inform themselves on the subject before voting.

The aldermen's report was presented, and referred to the house committee.

A deputation from the Municipality of Cornwallis, who were present, and said that they had heard, councillor Speers stated that the farmers of the eastern portion of Cornwallis municipality were cut off by natural obstructions from coming to Brandon in the summer time, and, therefore, had to market in Chatter, and submit to whatever prices the one elevator there chose to give. The farmers desired to come to Brandon, but on account of river, being, mud and creek they were prevented unless they came a very long way around. The Cornwallis municipality had passed a resolution that they would open a good road as far as the city limits, and now they wanted the city council to open up the road through Mr. Arthur's and Mr. J. E. Smith's land. An old estimate of this matter was brought up when it was found that the cost to the city would be about \$600. Ultimately a special committee was appointed to examine and report on this asked for road, consisting of Messrs. Burns, Buckle and McKenzie.

Under the head of enquiries, Ald. Buckle asked what had become of the petition re 1824 street bridge and Ald. Stewart replied that he had it when it was agreed that it be handed to Ald. Buckle for completion and sending to the proper authorities.

Ald. Hensbury stated that the city seals were not being properly, and that an old seal was being registered 1825 pounds on one end of scales and at the other end 2200 pounds. An alderman characterized this action of the weigh scales as really a scaly matter, and it was decided to get the scales inspected and made right at once.

Being asked as to the work of assessing, Ald. Buckle replied that it was going along rapidly, and in motion it was decided that all property exempted from taxation by the city be assessed as it appears that city council has no power to exempt from school taxes and therefore they should be assessed for this purpose.

A resolution strongly condemning the action of the Winnipeg Board of Trade in endeavoring to get the C. P. R. authorities to give discounting freight rates in favor of Winnipeg to the disadvantage of all western dealers, was brought in and the resolution passed out last night it would be to the western portion of Manitoba and the Northwest and urgently requested the C. P. R. not to grant the prayer of the Winnipeg people. It was unanimously carried and ordered to be sent to Mr. W. C. Van Horne, C. P. R. general manager, and also copies to be sent to many western points that councils might pass similar resolutions and send them to the C. P. R.

McKenzie Hughes—That we get opinion of city solicitor as to power of council under the liquor and license laws.—Carried.

The dog by-law next came up for discussion and a good deal of talking took place, the result being nil.

FOREIGN.

The members of the general Presbytery, who declined to sign the address to the Queen, opposing the grant of Home Rule to Ireland, which was adopted at Belfast yesterday, explain their action by saying they are of the opinion that the present crisis in the civil government of Ireland is really the beginning of happier days for Ireland.

ST. LOUIS, March 10. Despatches from points on the Missouri and Kansas roads are to the effect that the strikers are observing perfect quiet, and no disturbances have occurred. They remain firm in their determination to force the railroad companies to accept their demands, but as the strikers' demands do not express such great consideration that this will be the result as they did when they first commenced work. The railroad officials at different points are reticent, but seem as confident and determined as their striking employees.

ATLANTA, March 10. An attempt was made to dry to assassinate Jules Verne. Two shots were fired at him by a young student, who turned out to be the author's own nephew, who came down from Paris for the express purpose of killing his uncle. One of the bullets missed the novelist altogether, the other struck him in the leg, inflicting a slight wound. The nephew has for some time been a student in Paris and is thought to be a monomaniac.

ATLANTA, March 10. An attempt was made to dry to assassinate Jules Verne. Two shots were fired at him by a young student, who turned out to be the author's own nephew, who came down from Paris for the express purpose of killing his uncle. One of the bullets missed the novelist altogether, the other struck him in the leg, inflicting a slight wound. The nephew has for some time been a student in Paris and is thought to be a monomaniac.



## SCHOOL AND CHURCH.

—Bishop Cox, of Western New York, announces that the Diocesan Council has fixed \$1,000 as the lowest salary which should be offered a minister. —*Buffalo Express.*

Edward Everett Hale thinks that "in these days the church has something to do besides singing, reading and praying." Among the other things, he mentioned "hospitality, education and charity."

The Rev. Dr. P. H. Mell, the venerable moderator of the Georgia Baptist Convention, was first elected in 1857, and has served continuously since, with the exception of five years, from 1872 to 1876, during which he was in broken health. —*Baptist Weekly.*

A witty deacon puts it thus: "Now brethren, let us get up a supper and eat ourselves rich. Buy your food; then give it to the church; then go and buy it back again; then eat it up and your church debt is paid." —*Yonkers Blade.*

The Methodists of Georgia are interested in the conversion of the Jews, and have a mission organized for that purpose. Rev. Jacob Freshman, evangelist to Hebrews in New York City, is preaching throughout Georgia and Florida in furtherance of this enterprise. —*Christian Union.*

When Dr. Tucker preached the introductory sermon before the Baptist Convention at Columbus, Ga., recently, a lady in the congregation was wearing the same dress which she wore thirty years before on a similar occasion, at which time Dr. Tucker was also the preacher. —*N. Y. Examiner.*

Bee-keepers are employed by the Government in Germany to travel from place to place and give instructions in bee culture. It is said that the German rural schoolmaster is examined in bee culture before he is granted a diploma as a competent teacher.

The Baptist Conference in Boston at its recent session discussed quite at length the subject of "mind cure." The decision arrived at was that the theory and practice of this cure, as now professed and carried on, may perhaps constitute a science, but it can not claim the designation "Christian." —*Boston Journal.*

The new historic name of Batouche is derived from a settler of the name of Francis Xavier Batouche, who is the principal citizen of the town and still living. The name is common among French Canadians, especially in the country parts, as an abbreviation or corruption of the word "Baptiste." —*Boston Traveller.*

Preliminaries for summoning a general council of the Roman Catholic Church are under consideration. The chief questions to be proposed for consideration have reference to the internal administration of the Church, which has become a matter of deep, grave and increasing concern to Pope Leo XIII. The council, it is added, will assemble next spring, with programs formulated almost solely by the Pope himself. —*N. Y. Herald.*

President Webb, of Mississippi College, was interviewed by a young man who wanted to go to school. "Well," said the President, "what do you know?" "Nothing," was the response. "Well, you are just four years ahead of some of the other pupils. It takes them four years to learn what you know to start with. Your prospects are fine, sir." —*N. Y. Post.*

## PUNGENT PARAGRAPHS.

A trump closely resembling an elephant is on exhibition at Key West. A man closely resembling a lion can be seen almost anywhere. —*Chicago Times.*

A Vermont husband got wind of the proposed elopement of his wife, and frustrated it by keeping guard over her silk dress. She wouldn't run away in a calico gown, and he knew it. —*San Times.*

Perhaps a servant girl uses kerosene oil for kindling purposes because there is no dynamite in the house. The head of the family should think of this, and supply his domestics with all the modern appliances her work demands. —*Norwich Herald.*

A bachelor who wanted a wife wrote a tender epistle to a nice young lady. He applied therein for her hand and heart, and wound up, as follows: "Have the goodness to send me a reply as soon as possible, as I have another young person in my eye." —*Chicago Tribune.*

There is said to have been "just discovered" a kind of tobacco which, if smoked or chewed, will make a man forget that he owes a dollar in the world. Just discovered! Why, that brand of tobacco has evidently been in use as far back as the memory of man runneth. —*Norwich Herald.*

Every Mussulman who makes a pilgrimage to Mecca is honored during the remainder of his life by the title of Hadji. In the United States a Mussulman never seems a higher title than professor, but he is sure of that, provided he opens a saloon. —*Boston Transcript.*

"Did you attend the grand opera?" "No! I wasn't able to." "But I thought you said you were going?" "Yes, I did, but you see my wife concluded that she would rather go to the shore this summer, and so we did not go." "Well, I don't know but that you were wise. I should have liked to go out of town myself." —*Boston Post.*

Firm mother to boy: "Didn't I tell you that I'd whip you if you played in that water again, say?" Boy: "Yes, mum." Firm mother: "Then why did you do it?" Boy: "Because I didn't believe you?" Firm mother: "Never mind; you shan't go down town with me when I go; see if you do!" Shortly afterwards the firm mother and the boy go down town together. —*N. Y. Times.*

## A QUEER OPERATION.

How a New York Man Managed a Jack-Screw in His Mouth.

A slender man of quiet and respectable appearance, sitting in a Sixth avenue elevated train, last evening, drew from his inner coat pocket a narrow steel rod about six inches in length. The rod was flat and the width of an ordinary lead-pencil. At one end there was a small slot in it. So curious an implement and the preoccupied manner of the man attracted the attention of the other passengers in the car. A lady opposite, accompanied by a little boy, glanced with a frown toward the conductor, who was intently watching the man, as the latter put the slotted end of the steel rod in his mouth. The man shut his teeth together and his face underwent a series of contortions as he worked his hand with a motion as if he were tightening up a loose nut on a bolt. The lady became so agitated that she left her seat and took one nearer the door.

"You needn't be frightened, marm," said the conductor, "I guess that's only the circus man with the iron jaw."

"What in the world's the matter with him?" asked the lady.

"I guess he is only tightening up his jaw, marm," replied the conductor, consolingly.

The man had now finished the operation, and he restored the steel rod to his pocket. Then he took out a memorandum-book and made some entries in it carefully, and, having finished these entries, he remarked to his neighbor in the adjoining seat, as he closed the book:

"Science does remarkable things in these days." The neighbor nodded.

"Now, I don't suppose you would have the least idea that I had a jack-screw between two of my teeth."

"A jack-screw?" inquired his neighbor.

"Yes," returned the man, smiling. "I'm undergoing a dental operation. One of my teeth had been extracted, and one of those adjoining it began to grow over in the vacant space. It was a good tooth, and I didn't want it pulled, but the dentist couldn't get it back to its place, until one day an idea struck him and he said he'd put a jack-screw in there. So he made one. It is less than a quarter of an inch long, but it is on the same principle as the other jack-screws—just like those used in fitting up Cooper Institute, only on a small scale, you see."

"Is there no danger of its slipping out?"

"Oh, not at all, my dear sir. It is a very ingenious little contrivance. The whole thing is made of gold and the nut by which it is turned is next to the face; you saw me turn it just now? Well, I turn it once around every twenty-four hours, and that turn is equal to about a two hundred and fiftieth part of an inch. Then, you see, I make a memorandum of each turn. Generally I turn it twice a day, but only half-way round each time. I expect that it will take two or three weeks to straighten the tooth."

"Is it uncomfortable? No, not especially. A little unpleasant when I am turning it. Makes me grit my teeth some, but I soon get used to having it there. The only objection is that gold is a little too soft a metal where there is so much pressure brought to bear. You see, the screw is a very slender wire and the thread on it is very delicate, though it feels as though the whole thing was a foot long and as big as those used under a building. A day or two after I began to use it the thread snapped under the strain. Then I thought there was a dynamite candle in my mouth and the whole top of my head was coming off. But it did not hurt me. The dentist is going to make one of platinum in case this should give out. That is a harder metal. This is my station. Good night," and the man with the jack-screw between his teeth left the train. —*N. Y. Tribune.*

## CANADIAN.

On Lady Macdonald at the Governor General's reception last week, the Ottawa correspondent of the *Electric*, gives a bit of gossip which no other newspaper man seems to have got hold of. It is that "one of the events of the evening was the appearance of Lady Macdonald, wearing a diamond necklace recently presented to her by Sir George Stephen. On that the ornament cost £3,000 or \$15,000 in London. It certainly seems worth this amount. Lady Macdonald also wore a brooch made of the last spike driven on the completion of the Canadian Pacific. Railway last fall. The brooch is studded with brilliants."

At the next session of the Legislature a bill will be introduced to amend the law respecting capias. The object of the amendment will be to empower judges to impose a fine of one hundred dollars or commit to a month's imprisonment any person causing the arrest of another for venial purposes or upon insufficient grounds.

News from Point de Monts received last night reports that there is no starvation at that place at present, and that there are ample provisions to supply everybody till navigation opens. The mail arrived at Monts yesterday from Esquimaux Point, with reports that in the country between Esquimaux Point and Blanc Zedden from 100 to 150 persons will probably die this spring from starvation. They are at present living on the sleds and with which they feed their dogs, and in some places they are eating the flesh of dogs. Sailing schooners left Esquimaux Point the first of this month for the ice.

The traffic earnings of the Canadian Pacific for the week ending March seventh were one hundred and thirty one thousand dollars, against one hundred and seven thousand last year, an increase of twenty four thousand.

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